

EDITORIALS

Where Are We Going?

Around the first of any new year, it is traditional that officials of industries, businesses, and governments sit down and look over the past year's accomplishments and project their plans into the coming year.

It's still close enough to the first of 1959 for local leaders and officials to take such a look.

Where is Torrance going in 1959?

For one thing, the residential growth of the city will probably turn upward instead of out. By that, we mean the far-flung tract development of homes is probably on its last legs because the land for such developments has practically disappeared.

The 1959 emphasis will shift to apartment dwellings. On the drawing boards now are plans for several super apartment projects in the North Torrance area, some to cost into the millions of dollars to construct.

Other overtures have been made to rezone land now reserved for industry near the new Torrance Del Amo Shopping Center to permit construction of multiple dwelling units. One such proposal was turned down by the city last summer and the HERALD editorially resisted the efforts to rezone the property, because it believed and so stated that the best interest of the city would not be served by adding more school and residential problems to the administration of our city's government.

Nothing, however, is static. Even in the six months which have elapsed since the rezoning discussion on the 97 acres near Crenshaw and Sepulveda, the potential development of the city's Del Amo Shopping Center into one of the nation's largest and most attractive centers has come closer to realization. The value of such development must again be weighed against the value of industrial development to determine what is best for the city. It will not be an easy task, and any decision will not be popular in all quarters.

The council and members of the planning commission have talked for years of a master plan of zoning for the city. Time now demands that a study leading to the establishment of such a plan be given high priority by the city.

We believe that property in close proximity to such a shopping district as the new Del Amo Center and the Crenshaw-Pacific center now under construction should be reserved for apartment dwellings and that this can be done without jeopardizing the continued industrial growth of the city.

Torrance has long sought to be a balanced city — and now it has the chance to achieve that balance in commercial, residential, and industrial development. The city has enjoyed residential and industrial growth in postwar years, now it can become the commercial center of the southwest if the city officials and other segments of the city's leadership take a courageous stand to insure such development.

Reserving proper areas for multiple dwelling residences now while the land is vacant is one way to reach this goal.

The Market Strike

The adventure of shopping in strange markets to replace items in the family larder is beginning to wear thin, housewives throughout the greater Los Angeles area are reporting this week as the dispute which has closed most major markets moved into its 17th day.

Shopping now is becoming a serious problem in many homes, and the gravity of the situation will multiply each day the strike-lockout continues.

Most of the charges between union and market spokesmen have been aired and the time for sincere negotiation is here.

The market owners, through, the Food Employers Council, followed up a meeting of mayors Thursday with an offer to submit the matter to arbitration. The union refused, citing the case of an independent market which once took an arbitration decision to court.

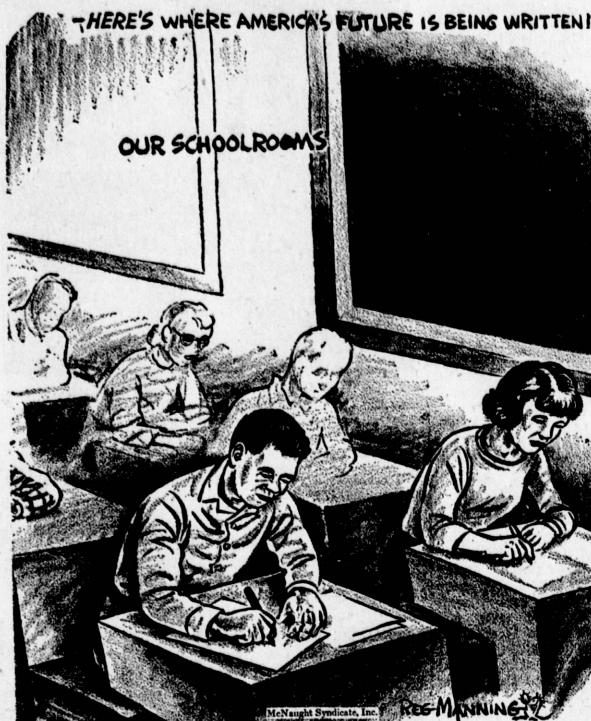
Employers have offered a flat 50 cents an hour wage hike spread over five years, and have offered to submit the matter to arbitration. Both have been refused by the union who demands an immediate 40 cents an hour wage hike and a five-year package boost totaling 82.4 cents plus a cost of living escalator clause and overtime pay for evening shifts.

To the average housewife whose family budget has to be eked out of an income of less than the \$100 plus the clerks take home each week under the present scale, the demands of the union appear unreasonable.

It would appear to us that the ball has been passed to the union negotiators with the announcement of the two major offers to compromise on the part of the market owners.

And the sooner the dispute is settled and the stores opened, the better it will be for all — owners, employees, and the shopping public.

For Better Or Worse--



A Tip for Motorists From DMV

In a dream world, a state government might permit its hicles to "tip" its motorists at annual registration time, "To Insure Promptness." But in cold reality the best a DMV can do is to tip its motorists off to the fact that failure to meet fee deadlines in the annual renewal of registration means running into penalties.

The penalties enacted into the Motor Vehicle Code and the Revenue and Taxation Code of California, are designed to induce owners of vehicles to pay their annual fees within specified deadlines, so that the essential recording and licensing services which identify the owners of vehicles and their responsibilities can be kept up to date.

LAW IN ACTION

Property Laws

California's community property law came to us from Mexican and Spanish law.

Under the peace treaty of 1848, the United States agreed that we would respect Mexican property rights.

Afterwards California itself adopted the system that man and wife shall share alike all property they earn after marriage. This system differs from the property laws in most other states which grew out of the English common law.

What property you own is either "separate" or "community." Community comes with a valid marriage.

A person owns separate property before marriage. It is also inherited property, gifts, and after marriage, the income from them.

Community property arises out of a man and wife's earnings, and so separate property does not become community merely when a couple marries.

Property from a common law state does not become community property, even though it would have been had the couple acquired it here.

But separate earnings may become community property. For example, if a husband spent much of his time managing and maintaining his separate property (an apartment house) instead of earning an income in other ways, "The husband's time belonged to the community."

If a husband and wife have "commingled" their property so that it cannot be unscrambled, the law assumes it is community.

The law presumes that what a married woman gets by a written instrument, (e.g. a deed, bill of sale, note, or

the universal "Renewal" of vehicle registrations in California, most of the penalties take effect at midnight of February 4. These are the main ones:

On the flat \$8 registration fee required on most motor vehicles, the penalty doubles the fee, making it \$16.

On the flat \$9 registration fee required on station wagons, the penalty doubles the fee, making it \$18.

On the vehicle fee of two per cent of the market value of the vehicle, collected for distribution on a 50-50 basis to cities and counties, the penalty is half the fee, raising a "VLF" of \$20 to \$30, for example.

On the weight fee due on commercial vehicles, based on a schedule in law, the

penalty doubles the fee.

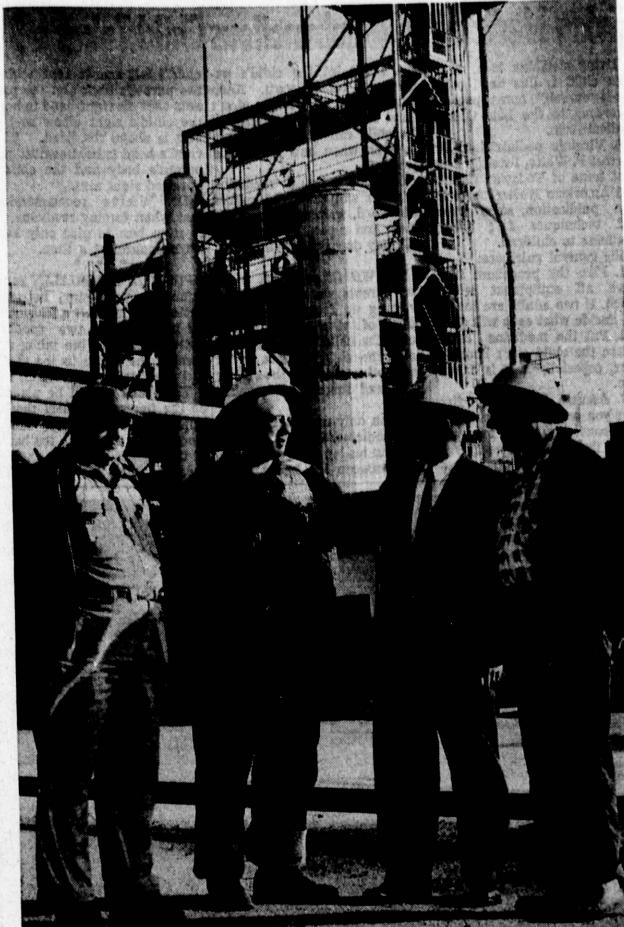
On car purchase transactions (transfers of ownership) which the law says must be reported within 10 days, a 30-day lag beyond that limit brings a penalty that doubles the \$2 transfer recording fee. (People who fail to observe these requirements are quite often surprised by an unexpected \$4 billing at registration time, to cover this fee and penalty.)

The nonresident who seeks registration for his vehicle here, may become subject to the same penalizing fee increases if he fails to observe the limits of time in which he may lawfully use plates issued by his home state. DMV is making a special effort this year to alert the non-resident group to the law requiring them to register for 1959 on or before January 30, if their out-of-state plates expired December 31, 1958. If they miss that deadline, they incur the steep regular fee penalties, plus a 100 per cent penalty on the service fee of \$6 required of nonresidents registering here for the first time.

Fees — and penalties — are part of the inevitable cost of controlling and regulating traffic in a motorized State. The cost of highway building and maintenance, the cost of local government services, and the costs of identification records on cars and drivers, and of State law enforcement on the roads — all are met in part by these charges established in law.

CROSSWORD PUZZLE

Crossword puzzle grid with clues for Across and Down words.



RECLAIMED "CARDIACS" . . . Three GP Refinery workers discuss their experiences with Bob Maescher (second from right), refinery superintendent during shift change at the GP Refinery here. From left are V. L. "Hap" Pearce, laboratory section, refinery department; Tracey E. Dale, stillman A in charge of breaker; Maescher; and John Kavanaugh, stillman A in charge of crude distilling units. (Herald Photo)

Local Refinery Sets Pace In 'Reclaiming' Cardiacs

Three skilled workers at a General Petroleum's Torrance refinery perform widely different jobs to get motor fuels into the bloodstream of commerce. But the real story behind these men is that by old-fashioned standards of employment they would not be working—period.

All three were struck down by heart attacks. Today, because of new knowledge in care and rehabilitation of cardiacs, and because of enlightened medical and personal policies in industry, these men are back on the job and enjoying economic and psychological security as breadwinners for their families.

John E. Kavanaugh of Inglewood, Tracey E. Dale of Torrance, and V. L. Pearce of Bell, all of GP's Torrance plant, are described by the Los Angeles County Heart Assn. as "living proof" that cardiacs can work.

Kavanaugh, Dale, and Pearce were among a group of employees from 54 local business and industrial concerns who were referred to the Heart Assn.'s work classification unit in Los Angeles for testing to determine how much work would be safe for them to do after their heart attacks.

Many heavy industries — petroleum, aircraft, rubber, utilities, automotive and construction — have participated in this rehabilitation program. Employees are received by the unit on referral from industrial or private physicians, and at no cost to the patient.

According to Sam Levy, Torrance member of the board of directors of the County Heart Assn., the Work Classification unit is a demonstration project and part of the Heart Assn.'s pioneering work in the field of cardiac rehabilitation.

The three General Petroleum employees were in a group of patients referred to the unit by their industrial physician during a three-year study of cardiacs.

could do their usual job, 32 per cent could do their usual job with some regulation of energy demands, and only 7 per cent could not perform their regular work."

Levy said there are estimated to be 200,000 working men and women with cardiovascular disease in Los Angeles County.

"This is a tremendous manpower pool, and industry is beginning to recognize its importance to the welfare of the entire community as well as to the future of our country's economic position," Levy said.

"More than 400,000 man-years and \$2½ billion in wages are lost to the cardiovascular disease each year. They strike down skilled workers and executives in the prime of their lives, causing hardship to the family and community, interfering with a company's operations and causing costly replacement and training problems," Levy said.

Kavanaugh sustained a heart attack in January, 1956. He made a complete recovery and returned to the job in March of the same year. He is the father of three children and has one grandchild. He has progressed in his position of refinery stillman-A and enjoys his usual home activities of gardening and shop-work.

Dale has had a heart condition since a 1952 attack. The primary concern was that he maintain a safe work level. It was the opinion of the unit consultants and of the medical department of General Petroleum that Dale could continue to work in his capacity as a "treater." Since his first examination, he has been advanced to training for a stillman-A spot. Usual home and recreational activities round out a normal life with regular fishing trips and care of yard and dog kennels at home.

As a laboratory helper, Pearce had a history of heart disease, making it necessary to determine his exact work ability level. He is the father of two grown daughters. His personal interests include home-construction and property improvement.

located at the Good Samaritan Hospital, is supervised by a staff of specialists in medical and social rehabilitation. Dr. Robert L. Stivelman, medical director, is assisted by other physicians, a physiological technician and a medical social worker.

Patients are given a series of exhaustive tests to uncover all possible handicaps they may face in performance of their job, and to determine the limits of stress and energy output they can safely bear.



"The trouble with money is it talks too much and buys too little."—Imogene Fey.

"College never hurts a man. Unless, of course, he is the student's father."—Franklin P. Adams.

"A special committee is trying to make the U. N. less wordy, and we're against it. That's the place where talk is better than its alternatives."—Changing Times.

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